TERMS: \$\$1.50 per year if paid in Advance.

ame 10.

HYDE PARK, LAMOILLE COUNTY, VERMONT, WEDNESDAY, AUG. 17, 1870.

Number 330

noille Newsdealer: BLISHED EVERY WEDNESDAY,

HAS. C. MORSE.

siness Cards.

TICK HOTEL, DRENNAN BROS., PROPRIETORS.

Hardwick, Vermon has been thoroughly relitted. Con-

LE SPRING HOTEL,

NORTH WOLCOTT, VT. HOLTON, - - - PROPRIETOR. tly on the temperance principle. Only from the Spring. Boarders by the week the most reasonable terms.

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ER C. IRISH,

rney and Counsellor at Law. JOHNSON, VERMONT.

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KENFIELD, rney at Law and Soliciter in Chancery, Hyde Park, Vt. eral Issurance Agent; Fire, Life, Acci-ed Accident combined, and Live Stock boted in the oldest, largest and most re-mee companies in the United States. Office in the Court House.

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ar attention given to the collection of all
ainst the Government,—widow's, invalid
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orneys at Law and solicitors in Chancery, Morrisville, Vt. formerly occupied by Hon. T.Gleed.)

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ce, two doors from the Church.

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Dentists.

DENTAL NOTICE.

bscriber, having retired from the firm & R. G. Gilbert of Montpelier, will the practice of Dentistry, in all its

good work will be furnished at reason ices, as can be obtained anywhere in the And I shall bereafter keep my office open the FIRST TEN DAYS OF EACH the remainder of the time. entire satisfaction in all cases, or no

B. G. GILBERT. isville, Aug. 10th, 1869. J. PECK, Dentist.

Johnson, Vt.
I teeth put in the best state of prof srvation
of the gums successfully treated; artificia
de in every style known to the profession.

SMITHING.

LACKSMITH-SHOP

Park, Nov. 8, 1869

Powers & Glied's Block. Insurany amount in the best and most rel

GEORGE C. ARMS,

FOREIGN & AMERICAN MARBLE, MONUMENTS AND GRAVESTONES, In Every Variety of Design and Material. Shop near the Passenger Depot. Waterbury, Vt. Will make it an object for persons from abroad to come to Waterbury to buy their Marble.

The highest cash price paid for all kinds of Ship ping Furs.

C. A. A. ANDREWS, Plain and Ornamental Painter,
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After seventeen years experience. Mr. Andrews
feels confident that he can give satisfaction to all
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Heuse and sign painting of all kinds done in the
best style. Materials furnished if desired, at low
est rates.

[37y1]

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In addition to my former business, I intend

PLANED AND ROUGH LUMBER

as is usually wanted for building purposes, asl

CEDAR POSTS, SHINGLES & FIRE-WOOD.

Hyde Park, Oct. 21, 1869;

A COUGE, COLD, OR SORE THROAT Requires immediate attention, neglect often results in an incurale Lung Disease. BROWN'S BRONCHIAL TROCUES

will most invariably give instant relief. For THROAT DISEASES, they have a scothing effect. clear and strengthen the voice.

Owing to the good reputation and popularity of

the Troches, many wonthless and the P IMITA TIONS ARE OFFERED, WHICH ARE GOOD FOR POTHING Be sure to obtain the TRUE BROWN'S BRONCHIAL TROCH ES.

SOLD EVERYWHERE. ST. JOHNSBURY (VT.) FILE WORKS

(ESTABLISHED 1860.) JAMES NUTT. - - - PROPRIETOR Reference.—E. & T. Fairbanks & Co., St. Johnsbury; H. A. Alden, Esq., M. M., C. & P. R. R. Lyrdonville; N. L. Davis, Esq., M. M., R. & B. R. R., Rutland; Brandon Scale Co., Brandon; Gage, Porter & Co., Fisherville, N. H.

SHIRLEY & PENNOCK, Hop Merchants. A Good Supply of

AMERICAN AND POREIGN HOPS:
Constantly on hand and for sale at the lo. west rates
Also Hops suitable for pressing
No. 2! Haverhill Street, Boston, M
R. M. SHIRLEY.

17
8. M. PENNOCK.

REPORT of Chief Engineer A. C. Mitchell. Lamoille Valley R. R.

HOLDEN AT HYDE PARK, AUG. NINTH, 1870.

To the President and Directors-I Valley Railr. ad-

GENTLEMEN .

notwithstanding its longer distance. farther examination. The work could be eers prefer to contend with almost any- forward their opinions, suggest changes do so. But the grades are neither steeplet subject to the adoption of either line, thing else. And so, inasmuch as it could in lines, and find routes which poor actual er or more undulating than may be found among the nations of the earth.

let, but all the work of construction dur- to abandon the work already done, and born Engineers. And perhaps, on no upon some of the best roads in the United haps war has gone with avenging hand oine is a true friend

vision as Resident Engineer, was instruct- lars (\$3000).

struction, could give the quantities with simply enormous.

than the other, and it was adopted.

mate of first cost is based upon the hypo- of dividing the friends of the road. the contrary is much nearer the edge of this table, where it suddenly breaks off on can be avoided. to the low intervales which border the that upon the longer.

party making surveys for the Montpelier road-bed made from the grade line which to be paid in land. and St. Johnsbury R. R., I was appointed was drawn upon the profile of the South Some minor changes have also been might often be run for miles over an in-Chief Engineer of all the roads which line (and from which grade line the quan- made in the location from Sheldon to tervale with hardly a culvert, but when What Republicanism Has Done. al, and with concord among members of constitute the Western Division of the tities were calculated) would very much Cambridge reducing the cost of the work, once the intervale is left every stream Portland & Ogdensburg Trunk Line." exceed in cost any estimate based upon but it is unnecessary to specify more par- which comes down the hills must have a specify I have the honor to submit the follow- the cuts and fills as then given. In or- ticularly at this time.

work instead of filling them with earth, a considerable saving in first cost could be The deep cut through the "Hempyard," ance with the best interests of the road. Be or leaving this part of the subject, and especially in Vermout must be so lorender it a very formidable competitor, we are actually upon the surface of the out lengthy argument.

table proper. portion of the route covered by these sur- possible to make any reliable estimate of ready to assist us with counsel and advice. conform to our grade line, so far as it half a continent; it has established liber- the spectral image of the key started into portion of the route covered by these surveys should not be definitely located until the cost of removing quicksand EnginFrom the assurance with which they put was practicable by grades and curves to the assurance with which they put was practicable by grades and curves to the assurance with which they put thus with all the influences to which we it being built by the yard, and not by be avoided, we decided to raise our grade working Engineers have entirely overlook- upon other-perhaps I may say all-first War has gone from us-its bloody line and run over it. It then became a ed, it is evident that, like natural Bone- class roads in Vermont. Nor are the shadow falls on France-its tramp rocks

ing the winter was confined to that por- re-locate the line with reference to the part of the line, have these been more States. tion of it west of the diverging point of new grade, but this was finally decided free with their offerings, than upon that But we do not boast of any long tan- land of LaFaye te-perhaps war strikes what came to be very familiarly known, in the negative. But the increased cost now under consideration. Without any gents which are here only a delusion and the hour for the Emperor who plotted as the North and South lines through of the work occasioned by raising the of the facts in regard to elevations and a snare, or that we have no curves of less and schemed against us in the day of our grade, and putting in additional culverts many other things which ordinary Engin- than a half or quarter mile radius when trial. When the snow left, Mr. Rust, who which but for the quicksand were unnecesters deem so essential, in their possession, a sharper curve would make a sensible However this may be, God grant that had meanwhile taken charge of this Di- essary, will amount to three thousand dol- they have come to a full understanding of difference in the amount of work. The no harm may come to Germany. Germa-

ed to make a thorough re-survey of both | The experience here given will surely their opinions. lines, to make such changes as would tend warrant the remark before made, that If all this has failed to move the minds wherever they will assist us. If the high- went up in the German tongue from the to reduce the cost of either, and to esti- an estimate of the cost of the South line, of the Directors and change the location, est English authority says that locomo- burning battle-fields of our rebellion,mate as carefully as possible the quanti- based only upon the cuts and fills as shown it is presumable that there is something tives have been so improved that curves Germany's constitution is like ours. Prusties of each class of work upon both routes. by the profile, could not be a reliable est to be said upon the other side of the of five and six hundred feet radius "are sia bel'eves as we do, in education for all, This was done and the estimates pre- timate. There can be no reasonable doubt question. sented to you at your meeting in High- that very much of the work upon that line gate, in May. And in regard to these would be found similar to that just de. as located, is some six miles longer, more ly using a curve with a radius longer than Germany. estimates I am happy to say that I do scribed. And, if, to avoid quicksand, or less, than a line possible to be obtained. either when it will help us out of a diffinot entertain a doubt of their substantial the grade should be raised so that no cut. Why shall not the shorter be accepted? culty. correctness. I am satisfied that nothing ting should exceed twelve or fifteen feet, First. Because it must cost, probably This principle and this alone has guid- opportunities, and charged with the re-

thesis that both lines stand alike as to fa- Subsequent examination of the line from statement of the fact is sufficient. BRONCHITIS, ASTRIMA, CATABBB, CONSUMPTIVE and cility of construction, that probably the Greensboro to E. Hardwick rendered it Third. Such a location would have encountered in the descent from Walden does not become me here to speak. It same difficulties or the reverse would be probable that it might be kept upon the lost us a subscription of one hundred and "summit," and where it was apprehended has a President who has never disappoinencountered upon each, and that the char- North side of the river with a saving of thirty thousand dollars (\$130,000), and that rock might also be found in the cuts. ted a just expectation, and who, as a paacter of the material to be moved is the two bridges and some difficult work in the in addition to this the trade and business In this way we save not only the differ- triot, a soldier, a President, and a man same upon both. Such is not the fact .- village of E. Hardwick. A hasty prelim- of an important section of country. This erence between trestling and earth or has carned the confidence and admiration The North line for a large part of the inary survey made it certain that this closes the case for the defense. distance is upon a high table removed change could be effected, and in due time Estimates of the cost of constructing and heavy culverts.

But a much more important consider- two bridges forever.

the material to be expected upon these be acceptable also to the people along the The effect of this has been apparent notonly In October last, whilst in charge of a routes, and the strong probability that a line, and reduce somewhat the damages in increasing quantities in embankment,

ing Report of the operations of this de- der to make this intelligible some details In this connection it may be proper to And now a word or two generally in partment, for the stockholders, so far as of our own experience thus far, must be allude briefly to the recent location of the regard to the location. Vermont does given. It had been found that this table line between Morrisville and Hyde Park. not enjoy the reputation of being a coun-Upon the very day of my appointment, land spoken of above, though sand upon Without receiving any instructions in the try through whose length or breadth a Wednesday evening: I was instructed to advertise for letting the surface became quicksand wherever a matter, I made that location so as to acsome forty-seven (47) miles of your road. cut was made fifteen feet in depth. And commodate both villages. In my opinion, my knowledge no such road has been visit is personal in part. I hope it is. In The provisions I speak of, will call into The final location for this distance had in some places much less cutting than this having that consideration in view, it is built. Your neighbors ridicule the idea the unceasing round of politics, nothing being inspectors to watch the registry, not yet been completed, two parties of was sufficient to reach it. During the the best and cheapest line that can be of your ability to build a road of any is so good as the kindness and regard of the vote, and above all, the count, and Engineers being still engaged upon it, winter we had opened a cut only six feet placed upon the ground. Inasmuch as kind and point to other instances of fail. those whose esteem we value. In reand the largest part of it I had never it in depth, worked upon it till it was both could be accommodated it seemed are as warnings to you. Doubtless their turn for your presence, I offer my thanks order and safety at the polls. seen. But time was pressing, and it was found useless to work longer, and no soon- hardly probable to me that you would wishes somewhat warp their judgment but and well wishes to you all. thought desirable to have so much of the er had we left, than it filled up again to feel authorized in leaving either one en- we must suppose that most of them are You are Republicans-I am a Repubroad under contract, before snow covered within two feet of the surface. This was tirely out. Such. I knew, was your feel- honest in their opinions, and believe that lican-we were never more earnest Re- unity and among ourselves, and then acthe ground. The time intervening be- an exceptional case, perhaps due in part ing in regard to Highgate. If both in- you will only fail if you make the attempt, publicans than now. Your presence is tion, carnest action, and New York willtween that and the letting was occupied to a swamp in the vicinity. But all of terests could have been accommodated no You on the contrary are proving your gratifying because it means more than pronounce for the Republican party and by me in making such examination of the the cuts for a mile or more west of the doubt they would have been, but there, faith by your works. Taking the estimates than personal regard for any man-it the administration of Gen. Grant. To country as I could in so short a time. disputed lines were of this character, at it was impracticable to do so. This was of your Engineers as reliable and believ- means readiness to carry the old flag with this end, let us all work. I found, in the town of Highgate, that varying depths within the above limits, not however absolutely the shortest line ing that you have money enough already the old dash and determination, and to two lines had been located, the one some yet it was not until after much work was which could be obtained, and so I inform- subscribed to go far towards grading the win the old victories. mile and a quarter shorter than the other, done, a considerable length of heavy cm- ed you at Morrisville, when you were road, you have put your hand to the The unity of the Repblican party, con- bid you all good night. and both showing apparently about the bankment made, and some culverts also, called together to decide this matter of plough and do not mean to look back. I cord and harmony among Republicans evsame amount of work in the aggregate. that the true character of this table was location. At the same time you were believe that you will have your road—a erywhere, is the meaning of us all. The This difference however was apparent. suspected; although an Engineer of any told that any cheaper line must leave ei- cheaper road too, in and notwithstanding work of the Republican party is not fin-The quantities upon the longer line were observation could not have failed in find- ther Morrisville or Hyde Park entirely these times of high prices, than was ever ished, nor is there any other party able in great part made up of very heavy em- ing abundant indications of it, in going out. Your decision did not disappoint built in Vermont before. I believe it, or willing to finish it. The Republican bankments, and by substituting trestle over the "river read" from Swanton to me, and in my opinion it was in accord- because it was so located as to be built! party has done much indeed, more than

made. Besides, there was hardly time so called, might seem to be an exception it may be well to say a word in regard to cated, if we would have them at all, conspirators and traitors; it has conductto make a careful comparison, in figures, to the statement made in the first part of the location from Walden "sumn it" to The day has gone by when we, here, can ed successfully the greatest and most costof the rival lines, and, save in the matter the above paragraph, but it is not so in the Lamoille Valley. I have not the can talk about fifty, forty, or even twen- ly war of the human race; has administ of earth, none was made. In addition to fact. The Hempyard is a dry gravel time, nor do I regard this as the proper ty-five thousand dollars per mile for a tered Government and finance in a period WI"H AN OLD BLACKSMITH: this, it appeared to me that some changes knoll, independent of, and deposited upon place to enter into a discussion of all the road. The coat must be cut according to of transactions and events more complex might be made in the location of the this table, and it is simply a narrow spur reasons which influenced that location. It the cloth. If it is not so pretty to look vast and novel, than any in the annals of longer line, which would throw out both of this which we cut through at that will be sufficient to allude to such only as at, it may answer its purpose as a coat recorded time. heavy embankment and trestle work, and point, and after emerging from this cut can be understood and appreciated with- just as well as if cut in the old and more Beyond all this, it has emancipated

the whole case and given us the benefit of triumphs of modern Engineering it seems by sympathized with us, the sons of Ger-

I have dwelt upon this point and per- Second. It will require grades at it as by any means perfect. Doubtless magnificent destiny, or to rise to a hight The quantities given upon the two routes, mitted it to occupy perhaps too large a least 130 feet to the mile-double those there are many minor changes which can of civilization and grandeur which the nait only remained to multiply these by space in this report, not only because it upon the longer line-of they can be dis- and will yet be made as the progress of tionalities never reached, and the centucontract prices to arrive at the cost of excited a good deal of interest and feel- tributed uniformly for six and one-half construction developes their necessity, for, ries never knew. each line. When this was done, it was ing among those morse immediately con- miles. But it quite certain this can not as I once remarked to you, I regard no In the career before us, as in every found that the first cost of building the cerned in the decisions of the Board of be done, and that, for some part of this part of a line as unalterably located and free system, Government is to be directed longer line was, in round numbers, some Directors, but because outsiders have free- distance, a steeper incline than even this beyond change until it is absolutely by political organizations. The Republithirty-six thousand dollars (\$36000) less by expressed themselves in opposition to must be adopted. What such a grade as graded. that decision and the reasons upon which this involves, in time or cost of running, Besides the saving thus effected it has and it has never failed in the presence of It is to be borne in mind that this esti- it was based, with the purpose, doubtless, or even in maintaining the permanent way been thought best in some cases to substi- any emergency of events. it is not my purpose to discuss, -the mere tute trestle work for embankment. This It cannot be spared, the nation needs

from the river, and for two miles or more, the line will be thus located. It would your road have been given, as the surveys upon the top of the watershed—the water have been so placed originally, but it of the different Divisions were from time whole length, and work has been going on plex and commanding of civil trusts, and draining from it South into the Missisquoi seemed probable that a very heavy cut to time completed, and I need not at this for some time at the two extremes. Not he has so borne himself in his great office river and North into Canada. It is most-must be made through the high table, up- time again occupy time and space with so large an amount has been done as I that every reasonable expectation has ly embankment, much of it is thrown up on the North side of the river at E. Hard- the details. They have exceeded the ex- could have desired, but it is hoped that a been realized. from side ditches. Consequently there wick, or, in the event of running over pectations-perhaps I ought rather to say "movement along the whole line" will Were we ever stronger abroad than are comparatively few culverts and they this table, that it would require a heavier the hopes-of some, in that the work in soon be made. It has latterly been diffi- now? In what has the Administration are small and safe. The South line on grade than was admissible to bring us the Lamoille Valley proper has come up cult to procure laborers on account of the failed at home? The Revenue has been down at S. Hardwick. Fortunately both so nearly to the average of that from the demand for help by the farmers. But honestly collected-so honestly, that for And it is perhaps possible, that the line yes of these estimates however explains increase their force and will do so as fast curtailed by Congress, the receipts have river, and where also it is frequently cut may be kept upon the North side of the this at once. It reveals the fact that the as men can be obtained. through by deep ravines. This of course river for the whole distance to S. Hard- bridges (masonry and superstructure) con- 1 can not close without expressing my for the corresponding period under the involves much heavier cutting and filling, wick and two more bridges thrown out, stitute more than one-quarter of the whole obligation to the Resident Engineers preceding Administration. The public more and larger culverts, and also unsafe, Of this however I am not sanguine. Nor cost of grading your road. Besides this, Messrs. Rust, Sigourney and Early, for debt has been rapidly diminished, the pubfrom the weight of embankment upon that if done, it would save anything in the great freshet of Oct last, compelled the readiness and zeal with which they blic credit lifted up at home and abroad, them. This only shows why the work on the first construction. If it could be done us to adopt a higher grade line over the have seconded me in all my efforts to ob- and yet taxes have been diminished until READ AT THE STOCKHOLDERS' MEETING the short line happens to exceed so much however even at a somewhat greater ex- intervales of the Lamoille, than had been tain a favorable line without too great an but few remain. Eighty millions in taxes pense, it would be better than to maintain drawn in the first preliminary survey; expenditure of money. and in some places to leave the intervale ation is the difference in the character of These changes will both, if practicable, altogether for the neighboring side hill. but also in culvert masonry. A line

passage for itself left.

fashionable style. red so exred so ex-

to me are to be made use of whenever and many fought for us, and cheers of victory negarded almost as good as straight lines" and R publicans everywhere join me in It is granted at the outset that the line, surely we need not besitate in occasional- the hope that no harm is in store for

but the actual cross-sections, made for con- the fills-already heavy-would become as much (perhaps more) to grade it, as ed me in the whole location, nor do I feel sponsibilities of a dear-bought peace, is ashamed of our work. Not that I regard either to be crushed by the weight of her

valley to Walden "summit." An anal- the contractors have been requested to fifteen months, with sources of revenue

Respectfully submitted. A. C. MITCHELL, Chief Eng'r P. & O. R. R., Engineer's Office, Aug. 9, 1870.

RATOGA, N. Y.

four millions of slaves, and placed them As is usually the case, we have no Do not let me be misunderstood. We on their feet clothed with the garments of but in the intense light of cerebral ex-My advice therefore, was that that I need hardly say that it is next to im- lack of anateur Engineers who are ever have made the surface of the ground American citizenship. It has recreated citement, start into prominence, just as

to smite the sick man who dominates the

Returning to our own land, war, as I said, has gone. America, blest with the

can party is now directing national affairs

is confined principally to some heavy fills it yet. It has a Congress of which it rock filling but avoid the building of long of his countrymen. Turning from the greatest of military commands and of mil-The road is now under contract for its itary successes, he assumed the most com-

> exceeded sixty-six millions the receipts have just been dispensed with, fifty-seven millions of internal taxes and twentythree of customs duties. Is there more that men had a right to expect?

> Such stewardship deserves, and will receive, the public approbation. New York's great seal should attest the generthe same household of faith, New York's great seal will attest it.

We have at last an act of Congress under which an election may once more The following is Senator Conkling's be held in the city of New York, a law that scandalous farce which has so often

With a fair election, and votes fairly

But I do not mean to make a speech, and, renewing my acknowledgments, I

SILENT INFLUENCE .- If a sheet of paper on which a key has been laid, be exposed for some minutes in the sunshine, and then instantaneously viewed in the dark, the key removed, a faded spectre of the key will be visible. Let this paper be laidaside for many months, where nothing can disturb it, and then in darkness be laid on a plate of hot metal, the spectre of the key will appear.

This is equally true of our minds. Every man we meet, every book we read, every picture or landscape we see, every word or tone we hear, leaves its image on our brain.

These traces, which, under ordinary

the greatest treasure is confeatment; the